

# The Hong Kong Telegraph.

No. 106.]

HONGKONG, SATURDAY, OCTOBER 15TH, 1881.

[PRICE—\$16 PER ANNUM.]

## Shipping.

FOR SYDNEY AND MELBOURNE.

Taking through Cargo for Queensland Ports and New Zealand.

**THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN,"** will be despatched as above on or about the 18th October.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1881.

## Intimations.

### NOTICE.

**GOODS** received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

For the MEEKER GODOWN Co., J. M. GUEDES, JUN. Hongkong, 3rd October, 1881.

**G. FALCONER & Co.,**

WATCH AND CHRONOMETER MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, QUEEN'S-ROAD CENTRAL.

**Chs. J. GAUPP & Co.**

CHRONOMETER, WATCH, AND CLOCK-MAKERS, Jewellers, Silver-smiths, and Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents

for *Louis Audemars' Watches*; awarded the highest Prizes at every Exhibition;

and for *Voigtlander and Sohn's Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES* No. 38, Queen's-road Central.

**D. K. GRIFFITH & Co.** MANUFACTURERS OF THE LONDON AERATED WATERS, AND GENERAL AGENTS. 7, Beaconsfield Arcade.

**A. MILLAR & Co.,** PLUMBERS, GASFITTERS, COPPERSMITHS, AND BRASS-FOUNDERS, OFFICE AND WAREHOUSE FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST. WORKS—SPRING GARDENS, WANCHAI

**T. ALGAR AND COMPANY,** HOUSE AND ESTATE AGENTS. RENTS COLLECTED.

**BROWN, JONES & Co.,** UNDERTAKERS. MOURNING STATIONERY, &c. MONUMENTS ERECTED. 9, HOLLYWOOD ROAD.

**C. L. THEVENIN.**

WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT. HONGKONG HOTEL BUILDING, QUEEN'S-ROAD CENTRAL.

### NOTICE.

**BOOKBINDING AND RULING** IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern Music bound in Elegant Style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

## Intimations.

### NOTICE.

**I** Have this day established myself as Merchant and General Commission Agent, under the style of **W. G. HUMPHREYS & Co.**

Bank Buildings, Hongkong, 1st October, 1881.

### JUST RECEIVED.

**A** SMALL SIZE ORGAN, by GEO. A. PRINCE & Co., Buffalo, N.Y. FOR SALE CHEAP. Apply at the VARIETY STORE. Hongkong, 10th October, 1881.

**TUITION IN THE FRENCH LANGUAGE,**

by Monsieur LOUIS PIRON, aîné; SINGING (CULTURE OF THE VOICE) by Monsieur EUGENE PIRON, jeune. 44, Queen's Road. Hongkong, August 30th 1881.

**Afong, Photographer,**

**H**AS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of **D. K. GRIFFITHS,** Studio 8, Queen's-road.

**LE CERCLE-TRANSPORTS.**

SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs. CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

**T**HE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDER-WRITERS.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

**RECORD OF AMERICAN and FOREIGN SHIPPING.**

Agents, ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

**J. AND R. TENNENT'S ALE and PORTER.**

DAVID CORSAR & SON'S Merchant Navy } Navy Boiled } CANVAS. Long Flax } Crown }

ARNHOLD KARBERG & Co. Hongkong, 15th June, 1881.

**HONGKONG TIMBER YARD, WANCHAI.**

**OREGON PINE SPARS and LUMBER** always on hand.

L. MALLORY, Proprietor. Hongkong, 24th June, 1881.

**STAG HOTEL.**

QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors, English and American Billiards. Tiffin at One o'clock. Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

## Intimations.

### V. R.

**S**EALD TENDERS will be received by the Undersigned on or before MONDAY, the 24th instant, at Noon, for the building of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

E. B. JOREY, Naval Storekeeper.

H.M. Naval Yard, Hongkong. 3rd October, 1881.

### V. R.

**GOVERNMENT NOTIFICATION.**

REGULATIONS BY THE GOVERNOR IN COUNCIL UNDER THE PROVISIONS OF SECTION 25 OF ORDINANCE 8 OF 1879.

WHEREAS it has been made to appear to the Governor in Council that there is reasonable cause for believing that Batavia, Samarang, and Sourabaya are places now infected with infectious disease, viz., Cholera; it is hereby ordered that all vessels arriving from those Ports shall immediately, on entering the water of this Colony, fly the QUARANTINE FLAG; and no such vessels shall communicate with the shore or with other vessels until permission to do so has been given by the Health Officer.

This Order shall come into force on the 13th Day of October, 1881.

ARATHOON SETH, Acting Clerk of Councils. Council Chamber, Hongkong, 13th October, 1881.

### V. R.

**GOVERNMENT NOTIFICATION.** No. 219.

**SALE OF THE OPIUM FARM.**

Notice is hereby given, that TENDERS for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1858, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on MONDAY, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender. Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command, M. S. TONNOCHY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 20th August, 1881.

**William Schmidt & Co.**

GUNMAKERS, &c. BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

## For Sale.

**ED. CHASTEL & CO.,**

WINE MERCHANTS,

*Marine House, 15, Queen's-road.*

**H**AVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints. CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints. CLARET in WOOD.

CHARTREUSE, CUBACOA, MARASCHINO. Price list on application.

BY SPECIAL APPOINTMENT TO H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

**T. N. DRISCOLL,**

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

*Next door to the Chartered Bank of India, Australia, and China,*

Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well-assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

**SAYLE & CO.'S SHOWROOMS.**

*Autumn and Winter Fashions.*

SAYLE & Co. will make their

FIRST SHOW on TUESDAY NEXT, OCTOBER 4TH, and following days.

Parisian and English Novelties in all Departments.

Dresses,	Hosiery,
Millinery,	Ribbons,
Mantles,	Laces,
Satins,	Hats,
Silks,	Kid Gloves,
French and English Boots and Shoes, &c., &c.	

*N.B.*—The DRESSMAKING DEPARTMENT is now in full working order, under competent EUROPEAN SUPERVISION.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 30th September, 1881.

**KELLY & WALSH'S**

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins. Mary Marston, by Geo. Macdonald. From the Wings, by B. H. Barton. A Confidential Agent, by Jas. Payn. He that will not when he may, by Mrs. Oliphant. Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton. Countess of Bonneval, by Lady Fullerton.

The Hunters at Launin' Head, by Mrs. Lynn Linton. Dr. Wortle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida. A Tangled Skein, by the Author of Filthy Lucre. The Capel Girls, by Ed. A. Garrett. High Spirits, by James Payn. A Pink Wedding, by E. M. Jephson. Mr. Dorillon, by Jean Middlemass.

Lord Beaconsfield's Novels. Ready Money Mortiboy Series of Novels. Charles Lever's Novels. Whyte Melville's Novels. Wilkie Collins's Novels. Ouida's Novels. Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations. Familiar Latin Quotations. Dictionary of Blunders. The Secretary's Assistant. Plutarch's Lives.

Rejected Addresses. Bible Truths with Shaksperian Parallels. Dictionary of English Proverbs. Companion Letter Writer.

Hongkong, 1st October, 1881.



**A. S. WATSON & Co.**  
**WHOLESALE AND RETAIL**  
**DRUGGISTS,**  
**GENERAL CHEMISTS,**  
 AND  
 Manufacturers of the following  
**AERATED WATERS, viz:**  
**SODA, TONIC, SARSAPARILLA,**  
**AND POTASH, LEMONADE,**  
**GINGERADE, RASPBERRYADE,**  
**AND PHOSPHORIC CHAMPAGNE.**

Deliveries in Town and Harbour from  
 7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,  
 PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
 Orders.

**HONGKONG DISPENSARY.**

HONGKONG.  
**SHANGHAI PHARMACY,**

SHANGHAI.  
**CANTON DISPENSARY,**

CANTON.  
**THE DISPENSARY,**

FOOCHOW.

#### Notices to Subscribers.

All communications should be addressed The  
 Editor "Hongkong Telegraph," 15, Wellington  
 Street.

All letters for publication must be written on one  
 side of the paper only.  
 Correspondents are requested to forward their  
 names and addresses with all communications in-  
 tended for insertion, not necessarily for publication,  
 but as evidence of good faith.

#### Notices to Correspondents.

Subscribers who do not receive their newspapers  
 within thirty-five minutes after the time of publica-  
 tion will oblige by communicating with the Editor.  
 Domestic Notices, if properly authenticated, will  
 be inserted free of charge.

#### BIRTH.

At Melita Cottage, Denny, Scotland, on  
 the 4th ultimo, the wife of Mr. James Kirk-  
 wood, of the Imperial Chinese Navy, of a  
 daughter.

#### THE

### Hongkong Telegraph.

HONGKONG, 15TH OCTOBER, 1881.

THERE would seem to be a good deal  
 of mysterious gossip going the rounds  
 of the colony with reference to the  
 affairs of our local Government. The  
*Daily Press* in an awe-stricken  
 style which is more than comical,  
 informs its readers that:—"It is  
 satisfactory to learn that the ques-  
 tion of the administration, or mal-  
 administration, of the Government  
 of this Colony by Sir John Pope  
 Hennessy will shortly be brought be-  
 fore Parliament." The other oracle  
 at the bottom of Wyndham-street,  
 not yet ashamed of the numerous  
 unfounded assertions published a  
 short time back about Sir John Pope  
 Hennessy's immediate recall, and  
 other kindred subjects—which had  
 never any foundation excepting in  
 the vivid imaginations of one or two  
 disappointed place hunters, and bit-  
 ter and unscrupulous opponents of  
 the Governor—comes out in far  
 humbler guise than used to be the  
 case. "It is asserted," says the  
*China Mail*, "apparently with good  
 reason, that the Hon. W. H. Marsh  
 and the Hon. J. M. Price will return  
 to their duties here in February  
 next." Our contemporary might  
 have favoured the public with the  
 "good reason" which exists for the  
 above assertion, that is if there is  
 anything of the kind in existence.  
 As the leave of absence granted to  
 Messrs. Marsh and Price expires about  
 next February, in the ordinary rou-  
 tine, they will, as a matter of course,  
 be expected to resume their respective  
 appointments at that time. The  
 sneer which the *Mail* indulges in  
 regarding the remarks of H.E. the  
 Governor anent Mr. Marsh's pension,  
 is beneath contempt, and will hardly  
 gull a single believer in our contem-  
 porary infallibility. The Governor's  
 statement referring to Mr. Marsh's  
 Cyprus appointment and the ques-  
 tion of his pension, was made on  
 the authority of the Earl of Kim-  
 berley, Secretary of State for the  
 Colonies, and as it was mentioned  
 in a despatch it may be safely  
 relied on. On such an authority how  
 could His Excellency's remarks be as  
 the *China Mail* asserts "premature"?

Mr. Marsh may again be sent to  
 Hongkong, although, as matters at  
 present stand, his return is a very  
 remote contingency. So far as any-  
 body here knows to the contrary, the  
 absent Surveyor-General will return  
 to his duties in due course; but what  
 the evening paper means when it  
 says:—"if report is anything near the  
 truth, his advent will mean the inau-  
 guration of many much-needed and  
 much-neglected public works in the  
 Colony" is far beyond our compre-  
 hension, and can only be regarded  
 as a direct and gratuitous insult to  
 the hard working and universally  
 respected officer at present acting as  
 Surveyor General of this colony. If  
 the return of the absent officials could  
 by any possible means induce our  
 contemporary to become rather more  
 reliable in its assertions, and some-  
 what less coarse and insulting in its  
 unfounded reflections on officers of  
 the Government who have no opportu-  
 nity of defending themselves against  
 public insinuations of the character  
 for which the *China Mail* has become  
 so notorious, the community at large  
 would have good grounds for self  
 congratulation.

A RECENT home paper contains the  
 following account of a duel which  
 lately took place in Prussia:—"A  
 fatal duel has taken place in the  
 district of Potsdam, and has been  
 attended with such a lamentable re-  
 sult that it is to be hoped this barba-  
 rous and antiquated mode of settling  
 a quarrel will be put down by the  
 force of an outraged public opinion.  
 The story is soon told. A number  
 of officers were engaged at practice  
 in the regimental gymnasium. One  
 of them, a Lieutenant Van Geyso,  
 was attacked with a sudden fit of  
 nervousness, and hesitated to take a  
 leap which several of his comrades  
 had previously accomplished with  
 success. They rallied him on his  
 want of courage, but as he was a man  
 of proven gallantry, he treated their  
 remarks as mere good-humoured  
 banter. But he shortly perceived  
 that they were in earnest, and as  
 they persisted in nicknaming him  
 poltroon, he decided to call them to  
 account for the insult. Accordingly  
 he sent messages to three of the  
 officers who were most prominent in  
 their mockery, asking them to with-  
 draw their words or give him satisfac-  
 tion by arms. They preferred the  
 latter alternative, and the three duels  
 were arranged. The two first came  
 off without grave consequences. The  
 third, with a Herr Von Woehen,  
 was with pistols. Two shots were  
 exchanged without result. One  
 would think that this would have  
 satisfied the exigencies, and that a  
 tardy admission would be made on  
 the ground that the man who had  
 faced two adversaries, and had twice  
 stood the fire of a third without  
 flinching, was no poltroon. That  
 would have been the generous and  
 soldierly course. But the duellists  
 were inexorable. A third shot was  
 discharged, and the unfortunate  
 Lieutenant Von Geyso fell mortally  
 wounded. Everybody admits now,  
 when it is too late, that he was a  
 brave officer and an estimable gen-  
 tleman. If all who participated in  
 this unhappy business are cast into  
 prison for a few years as common ac-  
 cessories to manslaughter no sensible  
 man will be shocked, and if the pain-  
 ful emotion it has created lead to a  
 revision of German military etiquette,  
 the premature death of this poor  
 young fellow will not have been alto-  
 gether barren of good fruit.

We are glad to learn that the Dock  
 Company's establishments have sustain-  
 ed no material damage through yes-  
 terday's storm. Both Kowloon and  
 Aberdeen had some tiles blown from  
 the roofs of their various workshops,  
 and at the Cosmopolitan Dock a por-  
 tion of the sea wall was damaged by  
 the heavy sea. The Sands Slip pro-  
 perty suffered most, being more exposed  
 than the other establishments, but for-  
 tunately nothing very serious will  
 require to be remedied.

The steamer *Fokien*, reported by the  
*Daily Press* this morning as having  
 put back, never left the harbour. She  
 took shelter yesterday the other side,  
 and came over this morning to her  
 buoy, signalled for water, and having  
 taken it, sailed on her voyage.

The P. & O. steamer *Sunda*, Captain  
 Brooks, which arrived here this morn-  
 ing, reports having passed the Com-  
 pany's steamer *Kashgar* off Cape  
 D'Aguilar steaming out. The *Kashgar*  
 had taken shelter yesterday during the  
 gale.

Mr. Suenson, Superintendent of the  
 Great Northern Telegraph Company  
 writes as follows:—"The Hongkong-  
 Amoy cable failed suddenly yesterday  
 forenoon during the heavy gale then  
 prevailing. The test gives the break  
 close to Hongkong, and it is likely  
 that the damage has been caused by  
 a ship anchoring up and fouling the  
 cable. Until repairs are completed  
 telegrams will be forwarded by post  
 to Amoy to be wired off from there to  
 their destination."

We read in a Scotch newspaper  
 that at a recent meeting of the Board  
 of New York Aldermen a resolution  
 was offered to purchase eight gondolas  
 for the lake in Central Park. A Celtic  
 member, who had been newly elected,  
 rose, and apologising, said, in language  
 well adorned with Grecian accent:  
 "Gentlemen,—It's not meself that's  
 saying much upon missars' generally.  
 But oim here in the interest av re-  
 trenchment and refform, and oi move  
 an amindmint to the bill that insted av  
 wastin' the money av the taxpayers  
 in pur-chas-ing eight gondolas fur the  
 park, we appropriated a sum sufficient  
 to pur-chase two—one male and one  
 female—and let natur take its course."

The *Diamond*, which left here on  
 Thursday at 2 p.m., afterwards anchor-  
 ed in Deep Bay in consequence of a  
 rapidly falling barometer, where she  
 remained all night. Yesterday morning  
 it commenced to blow, and there was  
 a hard gale from 11 a.m. to 2 p.m.  
 from the South-East. At 6.30 the  
*Diamond's* people saved eight lives from  
 a wrecked junk which was bottom  
 up; landed the people on the Kowloon  
 shore. At the height of the gale the  
 wind blew the water mast-high. There  
 was a lull for some time, but at 7.30  
 it again blew strong from the South-  
 ward, lasting till nearly midnight,  
 when it again lulled and ultimately  
 abated. The *Diamond* put back, and  
 has since sailed.

The steamer *Iohang* left Hongkong  
 on Thursday at 8 a.m. and arrived at  
 Canton at 3.32; left Canton next morn-  
 ing at 8.30 and ran down to Whampoa  
 in an hour, and took on board 55 pas-  
 sengers. With a rising wind and fall-  
 ing barometer and other indications of  
 bad weather approaching determined to  
 anchor. This was done at 11.55 in  
 two fathoms of water off Chuenpee  
 Fort; gale increasing sought better  
 shelter, and got up anchor and proceed-  
 ed to Junk Creek, where two anchors  
 were let go in 2½ fathoms, with  
 65 fathoms of chain out; bar. 29.48,  
 gale increasing. During the storm,  
 which was at times violent, blinding  
 rain and vivid lightning were experi-  
 enced. Ship rode out gale without  
 sustaining damage, and the anchor was  
 weighed for Hongkong at 5 a.m. this  
 morning. Met the *Kiukiang* off Pillar  
 Point; spoke her, asking if she in-  
 tended to return to Hongkong to-  
 night; could not hear her reply. The  
 following readings of the instruments  
 were registered on board:—

Hour.	Bar.	Therm.	Wind.
8.30 a.m.	29.87...	29.85...	84...N.
10.00 a.m.	29.78...	29.72...	83...N.
12.00 a.m.	29.67...	29.64...	81...N.
1.00 p.m.	29.63...	29.54...	80...N.
2.00 p.m.	29.60...	29.48...	80...N.
3.00 p.m.	29.56...	29.42...	80...N.
4.00 p.m.	29.48...	29.30...	79...N.
5.00 p.m.	29.62...	29.27...	79...N.
6.00 p.m.	29.30...	29.24...	80...N.
7.00 p.m.	29.41...	29.27...	80...N.N.E.
8.00 p.m.	29.36...	29.20...	80...N.E.
9.00 p.m.	29.39...	29.24...	80...E.
10.00 p.m.	29.60...	29.25...	80...S.E. by S.
11.30 p.m.	29.43...	29.33...	78...S.
Midnight	29.48...	29.37...	78...S.
12.30 a.m.	29.57...	29.51...	80...S.W. by S.
1.00 a.m.	29.63...	29.55...	80...S.S.W.
2.00 a.m.	29.71...	29.63...	80...S.W.
2.30 a.m.	29.75...	29.68...	80...S.W.
3.00 a.m.	29.82...	29.75...	80...S.W.
3.30 a.m.	29.90...	29.85...	76...S.W.
4.00 a.m.	29.96...	29.88...	76...S.W.
4.30 a.m.	29.97...	29.90...	75...S.W.
5.30 a.m.	30.04...	29.95...	76...S.W.

The readings of the Mercural Baro-  
 meter are one-tenth of an inch higher  
 than Messrs. Falconer's.

The officers and crew of the British  
 bark *Wellington*, recently wrecked off  
 the coast of Japan, arrived here this  
 morning in the P. & O. steamer *Sunda*.

The *Glencagles*, Captain Gasson, from  
 Foochow, just arrived, reports N. E.  
 winds as far as the Lamocks Islands  
 and fine weather; thence to port S. E.  
 gales and dirty weather; lowest bar.  
 29.90 N. Stopped three hours off  
 Breaker Point owing to dirty weather.

The British steamer *Amoy*, Captain  
 Hermann, reports:—"Left Canton 5.30  
 a.m. this morning with high Southerly  
 winds and rain. All along down the  
 river was covered with wreckage, and  
 several junks were ashore at Whampoa.  
 At Canton the wind commenced to  
 blow in heavy squalls at 11 a.m., and  
 strong gales from N. E. continued,  
 ultimately veering round to S. W. Met  
 the *Kiukiang* at Tiger Island, bound  
 up."

The beach at Yow mah-ti is literally  
 covered with wreckage. The whole  
 strength of the gale, which is admitted  
 to have been the strongest experien-  
 ced here for many years, was felt in  
 that locality, and it is feared that  
 in addition to the damage done to  
 the native craft, a great many lives  
 have been lost. The police under In-  
 spectors Cradock and Cameron rendered  
 most efficient service in rescuing the  
 people from the junks, cargo-boats,  
 and sampans, which were driven ashore,  
 and succeeded in saving about two  
 hundred men, women, and children  
 from watery graves.

The steamer *Powen*, left the Com-  
 pany's wharf yesterday morning at 9  
 a.m., bar. 29.64, and proceeded to the  
 back of Stonecutters Island, and an-  
 chored in 2½ fathoms, bar. 29.53. The  
 wind constantly shifted between N. E.  
 and N., going sometimes to the East-  
 ward of North. The lowest reading of  
 the barometer was at 4 p.m. when it  
 registered 29.00. At 6.30 the wind  
 was light from S. E., bar. rising, but at  
 8.30 heavy squalls came out from the  
 S. E. which continued a long intervals  
 till nearly midnight when the wind  
 moderated. Weighed anchor at 6  
 a.m. and went alongside wharf, having  
 sustained no damage but a bent gig  
 davit.

Some anxiety has been felt, since the  
 late gale, regarding the safety of the  
 steamer *Esmeralda*, that vessel having  
 left Manila last Tuesday, but we are  
 glad to notice her arrival in port just  
 as we go to press. The *Esmeralda* re-  
 ports:—"At 5.05 p.m. on the 11th inst.,  
 left Manila for Hongkong, in fresh  
 northerly wind and fine clear weather,  
 bar. 29.95, which lasted till midnight.  
 At 4 a.m. on the 12th bar. 29.20, at 8  
 a.m. 29.85, and at noon 29.84. By  
 this time there was a strong N. W.  
 wind and a rising sea, and at 8 p.m. a  
 high sea, strong N. N. W. wind, and  
 heavy rain, barometer 29.80. This  
 weather continued till midnight,  
 when bar. was 29.71. Thursday com-  
 menced with hard gales from N. W.,  
 and at 12.40 reduced engines to half  
 speed; at 4 a.m. bar. 29.60, wind N. W.,  
 blowing a severe gale and incessant  
 rain coming down in torrents; ship  
 labouring heavily and taking a lot of  
 water. At 8.50 a.m. hove to with a  
 sea anchor and 60 fathoms chain. Wind  
 now hauled to W. S. W. and increased  
 in violence; at 10 a.m. the barometer  
 commenced to rise slowly, but the hard  
 weather lasted till 4 p.m. when it  
 moderated slightly. At 4.45 proceeded  
 to get up anchor, and at 5 p.m. went  
 full speed ahead. At 7.30 blowing a  
 hard gale again from S. W. and had to  
 reduce speed of engines, till 4 a.m.,  
 when again went ahead full speed.  
 From then till arrival in Hongkong  
 strong southerly winds and high sea.

#### MACAO.

[FROM OUR SPECIAL CORRESPONDENT.]

MACAO, Oct. 15th.

The blow we had from 10 a.m. to  
 6 p.m. yesterday may be called a mild  
 typhoon. The wind blew from the  
 N. to N. N. W. and W. and ended in S. W.  
 Lowest reading of barometer 29.26 at  
 5 o'clock p.m. Very little damage  
 done on shore. Afloat about 10 junks  
 came to grief in the inner harbour.  
 The *Spark* and the *White Cloud* did  
 not start on their usual trips. The  
*Kiang-ping* from Canton came in at  
 six this morning. The *Ping-on* came  
 in also at the same time.

#### THE WEATHER.

The gale which was raging at its  
 height when we went to press yes-  
 terday, may be safely regarded as the  
 most violent blow we have had in  
 Hongkong since the never-to-be-for-  
 gotten typhoon of 1874. Fortunately,  
 the storm of yesterday, as the sudden  
 falling of the barometer indicated would  
 be the case, lasted at its height for a  
 comparatively short period, causing a  
 relatively small amount of advantage.  
 Although it will take a few days to  
 obtain the fullest particulars as to the  
 actual losses sustained by the Chinese  
 shipping community—many casualties  
 and some loss of life will never be  
 publicly recorded—there can be no  
 doubt, judging from the amount of  
 wreckage washed ashore along the  
 whole length of the Praya, and floating  
 about in all parts of the harbour, and  
 from the numbers of people rescued by  
 the members of the Humane Society  
 and other persons, that hundreds of  
 Chinese craft, and numerous lives have  
 been lost. The gale was not altogether  
 unexpected by the weather-wise, and  
 the threatening appearance on Thurs-  
 day night coupled with the telegraphic  
 news announcing that a typhoon was  
 raging off Luzon, induced the captains  
 of the European vessels in the harbour  
 to place themselves in readiness to face  
 an emergency. Not so with the Chi-  
 nese, and until the warning gun was  
 fired about eight o'clock yesterday  
 morning, they appear to have taken no  
 precautionary measures worthy of the  
 name. After that hour no opportunity  
 was afforded them of seeking shelter  
 in the many well protected havens in  
 the vicinity, as the storm came down  
 upon them almost immediately after  
 the gun was fired, and the result has  
 been disastrous to Chinese craft.

So far as we have been able to as-  
 certain nearly the whole of the losses  
 have been sustained by the Chinese.  
 All the European vessels in the har-  
 bour would appear to have escaped  
 with only minor casualties. The Bath  
 House has suffered but slightly, the loss  
 of a few of the mats blown away, total-  
 ling the amount of damage. A ship's  
 boat painted white, a man-of-war's boat  
 apparently by its build, was washed  
 ashore at the Bath House during the  
 afternoon, but whether it capsized with  
 a crew on board, or was merely wash-  
 ed away from some vessel we have  
 not yet heard. The trees on the Praya  
 behind the Cricket Ground suffered a  
 good deal as usual, and one of the large  
 painted windows in the City Hall was  
 blown in. We alluded yesterday to  
 the Hongkong Dispensary launch which  
 went down close to Peddar's Wharf.  
 As she lies in shallow water there will  
 be no difficulty in getting her up. The  
 wreckage lies thick along the whole  
 length of the Praya, and at the P. & O.  
 S. N. Co.'s wharf, the scene this morn-  
 ing indicates the ruin of many Chinese  
 boatmen.

Some hundreds of Chinese, men,  
 women, and children, are busy salvag-  
 ing what remains of their junks and cargo-  
 boats. The landing piers have escaped  
 on this occasion with comparatively  
 trifling damage, but the house on the  
 Steamboat Company's wharf has been  
 completely smashed. The roof of the  
 hospital ship *Mearnes* was shattered to a  
 considerable extent; and the Spanish  
 steamer *Joloano* had her wheel-house  
 blown away when the gale was at its  
 hardest. The *Kiukiang* which left for  
 Canton at the usual hour 8 a.m. had to  
 turn back, and sought shelter behind  
 Stonecutters Island, where she safely  
 rode out the storm and left this morn-  
 ing at 6 a.m. for her destination. The  
*White Cloud* from Macao did not put in  
 an appearance, preferring to remain  
 snugly in the inner harbour of the  
 Holy City. The *Iohang* from Canton  
 was compelled to anchor in one of the  
 many creeks on the river, and reports  
 that the place was covered with wreck-  
 age.

During the afternoon the gale mo-  
 derated; and the sea gradually went  
 down, the barometer rising from 29.050  
 at a quarter-past three to 29.110 at  
 five o'clock, after which it went up  
 very rapidly. However, the wind  
 again rose in the evening, and about  
 eight o'clock was blowing a regular  
 hurricane. At 8.30 one terrific gust  
 swept throughout the colony, shaking  
 houses to their very foundations, and  
 causing great alarm. After this it  
 gradually subsided, and although the  
 weather is still rainy and disagreeable,  
 the sea is quite calm, the wind had



and the state of  
that the danger  
barometer at  
& Co.'s were

3.15 p.m.	29.050
3.30 p.m.	29.060
3.45 p.m.	29.074
4.00 p.m.	29.080
4.15 p.m.	29.086
4.30 p.m.	29.096
4.45 p.m.	29.100
5.00 p.m.	29.110

## THE "CHINA MAIL" AND THE DOCKS.

In yesterday's *Telegraph* we published particulars of a project which is now on foot to establish a New Dock Company in this Colony under Chinese auspices. We did so on the highest authority, that of the Chinese gentlemen interested in the undertaking. The names of the promoters, the ground purchased for the site of the dock, and other particulars were plainly stated, so that the public could judge for themselves whether the statement was on the face of it bona fide, or otherwise. So far as we were concerned we simply published a statement of facts, forwarded to us by those who ought to know their own business, in answer to our enquiries made in the interests of the public.

The *China Mail* in its last night's issue of illiterate twaddle, weak inventions, and stale extracts, has the audacity to impute improper motives to somebody, not very clearly defined, as a paltry excuse for, and palliation of its own feeble pretensions to be in any way considered a medium for placing the public in possession of news of general interest. This shallow dodge of imputing motives, which has for many months been our evening contemporary's principal stock-in-trade, must be nearly played out. It was too contemptible for His Excellency the Governor to notice, although for weeks of almost every day occurrence; it is beneath our contempt, and it is only our duty to the public which induces us to even notice the puny snarls of baffled malignancy.

The *China Mail* believes the rumour about a Dock is based upon somewhat slender grounds. Why not state for the information of the public the grounds of such belief? "We have heard," says the evening oracle, "of a Dock which the H. K. & W. Dock Company purpose constructing, in accordance with plans submitted to the Admiralty in London; but the idea of a Dock being built in Belcher's Bay is one which requires confirmation, we should say (the italics are ours). Of course, if we are wrong, we shall have the greatest pleasure in acknowledging the error so soon as such is satisfactorily demonstrated." Our contemporary's cautiously meant, "we should say" is a confession of weakness; a palpable admission of gross ignorance; a tacit acknowledgement that nothing whatever is known about the subject referred to. The *China Mail* is so frequently wrong, that we do not really see what benefit the public would derive from that confession which is so magnanimously promised in the sweet by-and-by. We would, however, particularly direct the attention of our readers and the public generally to the following imputation which "the thing" called by a wide stretch of courtesy, a public newspaper and representative, has the indecency to make—against itself:—

"We have heard it whispered that there are persons here who are not above making use of such canards for the purpose of manipulating the share market, and that there are many impressionable people who unthinkingly part with their stock upon insinuations and indications of this nature. Such instances, however, must be rare in a small community like this, where nearly every movement must be more or less known sooner or later (*China Mail* logic). The game, if it does exist, is dangerous, and we shall not hesitate to expose any clear instance of the kind that comes to our knowledge."

We have marked, considered, and inwardly digested the above, and our conclusion is, that instances of such barefaced rascality being so rare in this colony, our contemporary's damaging reflections are of a personal character, and can only apply to itself. We are led to this conclusion by the following paragraph which follows the self-accusing sentences:—

"With regard to the new Dock to be built by the Hongkong and Whampoa Dock Company, we understand that its dimensions are—Length, 450 feet; breadth at sill, 80 feet; and depth of water at low tide, 26 feet. The reason we believe, why Aberdeen Dock was not enlarged to suit these dimensions was that the Hope Dock there is outside the lines of the proposed fortifications of the Island."

This is an unmistakable *canard*, but whether published for the purpose of manipulating the share market, or for other motives we leave the *China Mail* to explain. This however we do know, and that is, that what our contemporary "understands" and "believes" is nothing more nor less than a grossly inaccurate statement, founded on ignorance, and published for—Heaven knows what. Aberdeen Dock was not deepened (it was never proposed to enlarge it), simply because the terms offered by the Admiralty were not deemed sufficiently liberal by the Directors of the Dock Company, for the trouble, expense, and loss of revenue involved in carrying out a work of great magnitude, which was for the sole benefit of the Royal Navy. This is no secret. It has been public talk in the colony for the last two years. Whatever private information on these and other matters, our former associations with the Dock Company may have placed us in possession of, we consider sacred; and under no circumstances could we betray confidence. But we can say without laying ourselves open to censure or blame that the assertions of the *China Mail* are untrue and misleading.

Even with the efficient staff of shorthand reporters, our contemporary finds it such hard work to provide its readers with news, and fill its well-brickel columns with some kind of *pabulum*, that it has had to descend to inventions, and scurrilous insinuations. It would be better to accept the inevitable, and retain one or two "rags" of respectability. The geniuses who run the *China Mail* should never forget that it is impossible to "make a silk purse out of a sow's ear."

## AN EXPENSIVE PARASOL.

One fine summer's morning, thirteen years ago, when the German gambling season was at its height, the late M. and Mme. Blanc started from Wiesbaden at an early hour to spend the day at Homburg. Upon arriving at their destination, Mme. Blanc discovered that she had left her parasol at home, and insisted that her husband should buy her a new one. Somewhat reluctantly he invested eighty francs in a parasol of great fashion and beauty, but forthwith resolved to reconquer himself, for so unwonted an extravagance, at the tables. Accordingly, he walked straight into Conversations-Saal devoted to trente-et-quarante, and took up a strategic position to the right of the chief croupier. His appearance created a lively sensation. Half-a-dozen chairs were obsequiously proffered to him by the officials, but he declined them upon the ground that, as he only intended to remain at the table for a minute or two, it would not be worth his while to sit down. He then addressed himself to the enterprise of recovering the price of his wife's new parasol, by setting two louis on the black. Black won; whereupon, taking up his gains, he left his original stake on the table and lost it by the coup. These alternations went on for some time never once leaving him eighty francs—the sum he had resolved to win—to the good. By-and-by a vein set in against him. He called for a chair, sat down, and produced his pocket-book. Presently, his funds being exhausted, he began to borrow from the bank. Hour after hour, with brief and intermittent flashes of luck, delusively encouraging him to persist, he strove to pay for the parasol at the expense of his own institution. When, however, the tables closed at eleven o'clock, M. Blanc found, to his extreme vexation and disgust, that his wife's forgetfulness had cost him exactly 3,640l.

Why is a man who spoils his children like another who build castles in the air?—Because he indulges in fancy (infancy) too much.

## COMMERCIAL INTELLIGENCE.

## THIS DAY, ONE P.M.

A general all round depression, and an utter disinclination to do business, are the principal features of the Share Market this morning. Banks which have been standing nominally at 114 per cent. premium for the past week or two have been unable to maintain that quotation, and offers to sell for cash at 112 have been heard from various quarters, without however leading to business. The stock, for some reason or other, is unmistakably weak, and indications are not wanting that a retrograde movement is inevitable. Why this should be, we really cannot say, but unfavorable symptoms are certainly predominant just now. Docks are also much weaker, and although we retain the quotation 40 per cent. premium, sellers,—it must be understood that we do so merely because there has been no business transacted since we last wrote, and because no definite offers have been made to sell at a lower rate. Purchasers, anxious to do business, would have not the slightest trouble in procuring Dock shares at a considerable reduction on the above-named figures. Of course this depression is all owing to the Chinese Dock Company; but we really cannot see why an opposition, which cannot be in existence for at least three years, and which under the most favourable circumstances, cannot hope for the next quarter of a century to materially injure the prospects of the old established concern, should place the Dock Company's scrip at such a discount as compared with rates quoted a few months ago. To look the matter straight in the face, what does it all amount to? An opposition was from the first inevitable, merely a question of time, which ought to have been foreseen. No matter how influentially supported any new undertaking may be, it can have but few prospects, for many years at least, of competing successfully against the old established company, backed up and supported as it is, by the whole of the great shipping interests of the colony. The old rivals of the Dock Company had a gay time of it when in opposition, and although they came through triumphantly and with flying colors, it was solely owing to mismanagement on the part of business men who ought to have availed themselves of the golden opportunity when it presented itself. Holders of Dock shares may remain quite tranquil. The stock will go down doubtless, how low down we would not like to say, but Chinese opposition cannot do much harm just now, and as the business is an exceedingly remunerative one, good dividends will be realised, and confidence will be restored. Stock Exchange operations are not always the safest indications to go by, so we would simply recommend those interested in Docks to use their good sense in dealing with the information laid before them. No business in other stocks has to be reported.

## SHARES.

Hongkong and Shanghai Banking Corporation—112 per cent. premium, Sellers.  
Union Insurance Society of Canton—\$1,675 per share, ex dividend.  
China Traders' Insurance Company—\$1,600 per share.  
North-China Insurance Company—Tls. 1,125 per share.  
Yangtze Insurance Association—Tls. 830 per share.  
Chinese Insurance Company—\$307½ per share, sales.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$965 per share, Sellers.  
China Fire Insurance Company—\$285 per share, Sellers.  
Hongkong and Whampoa Dock Company—40 per cent. premium, Sellers.  
Hongkong, Canton, and Macao Steamboat Company—\$25 per share premium, Sellers.  
China Coast Steam Navigation Company—Tls. 162 per share.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$112 per share, Sellers.  
China Sugar Refining Company, Limited—\$160 per share.  
China Sugar Refining Company (Debentures)—\$3 per cent. premium.  
Hongkong Ice Company—\$127½ per share, Sales.  
Hongkong and China Bakery Company, Limited—\$50 per share.  
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.  
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

## EXCHANGE.

On LONDON—Bank Bills, T.T.	3/8½
Bank Bills, at 30 days' sight	3/8½
Bank Bills, at 4 months' sight	3/8½
Credits, at 4 months' sight	3/9½
Documentary Bills, 4 months' sight	3/10
On PARIS—Bank Bills, on demand	4.69
Credits, at 4 months' sight	4.82
On BOMBAY—Bank, T.T.	223½
On CALCUTTA—Bank, T.T.	223½
On SHANGHAI—Bank, T.T.	73½
Private, 30 days' sight	73½

## HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 14th and 15th October.	
BAROMETER—1 P.M.	29.266
Do. 4 P.M.	29.080
Thermometer—1 P.M.	75.
Do. 4 P.M.	78.
Do. 1 P.M. (Wet bulb).	75.
Do. 4 P.M.	77.8.
BAROMETER—9 A.M.	29.226
Thermometer—9 A.M.	76.
Do. 9 A.M. (Wet Bulb).	75.
Do. Maximum.	78.
Do. Minimum (over night).	76.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

Oct. 14, DIAMANTE, British steamer, put back.  
Oct. 15, SUNDA, British steamer, 1,029, G. C. Brooks, Yokohama 6th October, Nagasaki 10th, and Kobe 8th, General.—P. & O. S. N. Co.  
Oct. 15, AMOY, British steamer, 814, Capt. Hermann, from Canton.—Siemssen & Co.  
Oct. 15, GLENAGLES, British steamer, 1,839, Gasson, Foochow 13th Oct., General.—Jardine, Matheson & Co.  
Oct. 15, ESMERALDA, British steamer, 395, Talbot, Manila 11th Oct., General.—Russell & Co.

## DEPARTURES.

Oct. 15, STENTOR, British steamer, for Singapore, &c.  
Oct. 14, FORBEN, British steamer, for Coast Ports.  
Oct. 15, KANG-ORI, Chinese steamer, for Hoilow.  
Oct. 15, DIAMANTE, British steamer, for Manila.  
Oct. 15, NIIGATA MARU, Japanese steamer, for Kobe, &c.  
Oct. 15, LIDO, British steamer, for Haiphong.

## PASSENGERS.

## ARRIVED.

Per Esmeralda, British steamer, from Manila, Messrs. McGregor Smith, E. J. Longard, J. McLeod, and 102 Chinese.  
Per Sunda, British steamer, from Yokohama, &c., Mrs. Muir and 3 children, and 1 European servant, Mr. Guttinger, R.N., Captain Hare, Lieut. Bennett, Messrs. G. E. March, F. D. Palmer, G. Lobolska, Baron Stiffried, A. J. Leffingwell and Mr. Graff, and 8 distressed seamen, and 30 Chinese deck.

## TO DEPART.

Per Rosetta, steamer, for Europe, &c., Captain J. C. Bayly, R.I.F., and Mr. R. F. Clarke, O.S.D. for Southampton; Colonel Crossman, Lieut. Russell, Messrs. C. Stangan, Ph. Wolff and N. Halenta, for Singapore.

## REPORTS.

The British steamer Sunda, from Yokohama, &c., reports light S.E. wind and fine weather from Yokohama to Kobe, same weather to Nagasaki; thence to Turnabout light S.E. to S.W. winds and fine weather; from Turnabout strong gales, thick overcast weather, heavy squalls of wind and rain, and high S.E. sea.

## MAILS.

The following mails will close:—

TO-DAY, 15th October.—

For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per City of Peking, at 5 p.m. For Straits Settlements and Calcutta per Lennox, at 2.30 p.m. For Singapore, Penang, Colombo and Bombay, per Dido, at 5 p.m. For Singapore, per Keelung, at 3.30 p.m. For San Francisco, per Casapedia, at 4.30 p.m.

TO-MORROW, 16th October.—

For Saigon, per Penedo, at 9 a.m.

On MONDAY, 17th October.—

For the United Kingdom and Europe, via Brindisi; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Rosetta; printed matter at 2 p.m., letters at 3 p.m. For Bangkok, per Dale, at 2.30 p.m. For Amoy, per Esmeralda, at 10.30 a.m.

On WEDNESDAY, 19th October.—

For Nagasaki and Yokohama, per Sunda, at 3.30 p.m.

On MONDAY, 24th October.—

For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per Irouaddy, for printed matter at 10 a.m., and letters at 11 a.m.

A recent home paper says:—The news that a murderous outrage perpetrated by a native of Tripoli on a Maltese in Tanis led the commander of H. M. S. *Monarch* to despatch eight boats, with three hundred men and four cannon to Sasa, is an unpleasant reminder which may arise at any moment in North Africa. Arab fanaticism excited by French Chauvinism, may compel us to choose between seeing our subjects massacred and undertaking armed intervention for their protection. Fortunately at Sasa, it was not necessary for our troops to land, but the next time satisfactory assurances may not be forthcoming—and then? Lord Northbrook will do well to keep his captains well in hand, and he might do worse than quietly strengthen the force available for emergencies on the Tunisian coast.

## MacEWEN FRICKEL &amp; Co.

GENERAL STOREKEEPERS, &c.

## HAVE FOR SALE.

## Groceries.

Crosse & Blackwell's, Celebrated Household Stores.  
John Moir & Sons', Celebrated Household Stores.

American Stores of all descriptions.  
Huntley & Palmer's BISCUITS & CAKES, BUTTER Danish & French, Philippe & Canaud's PATES &c., CHUTNIES & CURRY POWDER, TEYSSONNEAU'S FRUITS in juice.

COFFEE, SUGAR, &c. &c.

Wines, Spirits, &c.  
CUTLER PALMER & Co.'s "CARTE BLANCHE," HEIDT & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET, MUMM'S (JULIUS) CHAMPAGNE pts. and qts.

NEYEN'S (BODEN) BOUZY, pts. and qts.

EXTRA SEC. quarts.  
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE OLIVIER PONSARDIN, pts. and qts. Theophile Roderer & Co.'s VERZENAY MOUSSEUX, pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints, and quarts.

ARAUZAN (Chateau), pints and quarts, ERMITAGE LUDON, THIBCEUF (Chateau), pints and quarts.

CHATEAU LAROSE (Coudrier & Adet's), pints and quarts.

CHATEAU LAFITE, pints and quarts, IRES GRAVES, pints and quarts.

BREKFAST CLARET, pints & quarts, OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.

Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteimer, Steinberger Cabinet, Rudesheimer

Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne

Marsala, Saccone's Pale Dry White Seal Sherry, Yellow Seal

Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.

1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy,

Cutler Palmer & Co.'s Brandy, Rouyer Guillet & Co.'s Brandy,

1 to 4 stars; Finest Old Bourbon Whisky, highly recommended,

Kinahan's LL Irish Whisky, Jamieson's Irish

Whisky, Royal Glendee Whisky; AVH Gin, Swaine

Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green

and Yellow, Maraschino de Zara, Curacao pints and quarts; Angostura,

Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.

GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.

PILSENER BEER, in quarts, DRAUGHT ALE and PORTER, by

the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.

Carbonated Waters.

SODA WATER, LEMONADE,

TONIC WATER, SASSAPARILLA,

&c., &c., &c.

The Finest Stocks of CIGARS, CAVITE CHEROOTS,

PRINCESA CHEROOTS, PRINCESA CIGARS, AROCEROS,

VEGUEROS, &c., &c.

"PERFECTION" All Specially Selected.

EMPRESS OF INDIA, and Best NAVY. STATIONERY, BOOKS &c.

"Franklin Square" Library,

"Seaside" Library, Harper's Half-hour Series.

French Novels, Medical Works,

School Books, Presentation Books.

Works of reference &c. Stationery for Ladies and Office use.

Direct from the manufacturers the best and Cheapest in Hongkong.

Special orders in this line executed on very moderate terms.

Papers ruled to any pattern and stamped Plain, cameo or relief.

Dies engraved to order. Office requisites of every description.

Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware.

Cutlery, Crockery, and Glassware.

Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition.

Sailmaking and Rigging promptly executed.



## Intimations.

## J. ULLMANN &amp; Co.

42, QUEEN'S-ROAD, CENTRAL, 42.  
Importers of WATCHES,  
CLOCKS, MUSICAL BOXES, MARINE  
and EYE GLASSES, in great  
varieties, and General Goods.  
N.B.—Watches carefully repaired  
at moderate rates.

## To be Let.

## TO LET,

Immediate Possession,  
TOP FLOOR of No. 3, Queen's Road  
Central (above Mr. Noble's).  
J. M. GUEDES, JUN.  
Hongkong, 3rd October, 1881.

## TO LET.

HOUSES at SPRING GARDENS.  
Apply to  
F. PEREIRA.  
215, Wanchai Club.  
Hongkong, 7th September, 1881.

## TO LET.

A Large Room in a Family House,  
a few seconds walk from the  
Hongkong Telegraph Office.  
Apply to  
J. J. B.,  
Office of this Paper.  
Hongkong, 24th September, 1881.

## For Sale.

## FOR SALE CHEAP.

## BOWLING ALLEYS.

WITH BALLS, PINS, &c.,  
Complete.  
The Alleys are 79 feet in length,  
and were laid down about a year ago  
at a cost of over \$600. They have  
seldom been played on, and are in  
splendid condition.

Will be sold a bargain.

Apply to  
R. FRASER-SMITH,  
Club Chambers.  
Hongkong, 1st July, 1881.

## FOR SALE.

AUSTRALIAN WINES,  
PORT and SHERRY,  
of the finest quality, from Coolalpa  
Vineyard, Branxton, Hunter River,  
N.S.W.

Apply to  
R. FRASER-SMITH,  
Club Chambers.

## FOR SALE CHEAP.

A First Class PONY PHAETON  
by Lenny of Croydon.  
Apply to  
M. A.  
The "Hongkong Telegraph" office.  
Hongkong, 24th June, 1881.

## FOR SALE.

ANGLO-CHINESE CALENDAR  
FOR 1881.  
NEATLY PRINTED ON CARD BOARD.  
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Elegant Dressing & Morning  
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An assortment of Fine FRENCH  
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Ladies' and Children's STRAW  
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RIBBONS and SASHES of every  
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Silk and Lisle Thread STOCKINGS.  
COLLARS and CUFFS in latest  
Fashions.

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French BOOTS and SHOES.  
A large collection of Elegant Ar-  
ticles suitable for presents, from the  
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PERFUMES.

The most varied collection of Fancy  
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SHERRIES of the Finest Quality  
at extremely low prices.  
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Hongkong, 15th June, 1881.

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Coloured Alpaca.  
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Gauze Singlets.

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Drawers.

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yards reel, and a lot of useful  
articles for Ladies dresses, &c.

Indian Bed Quilts, Ladies Shoes,  
Gentlemen's Boots, Crimson Shetland  
Shawls, and various kinds of Flannels.

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&c., &c., &c.

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Silk Cape Shawls, Silk Hand-  
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Hongkong, 21st June, 1881.

R. FRASER-SMITH,  
PUBLIC ACCOUNTANT,  
ARBITRATOR,  
AND  
COMMISSION AGENT.  
CLUB CHAMBERS, HONGKONG.

## NEW DIRECTORY

## FOR THE FAR EAST.

A NEW DIRECTORY FOR  
CHINA, JAPAN, AND THE  
PHILIPPINES,

FOR THE YEAR 1882,  
WILL BE PUBLISHED,

PRICE TWO DOLLARS,  
ENTITLED

"THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE  
FAR EAST."

THE above work will be published  
on the 1st of January next, at  
the office of this Paper, and will con-  
tain a Directory for the Ports in the  
large portion of Asia comprised be-  
tween Penang, in the Straits Settle-  
ments, and the Northern Ports, includ-  
ing Formosa; the Treaty Ports of China  
and Japan; the Philippine Islands; the  
British Colony of Hongkong; and the  
Portuguese Colony of Macao. The work  
will also contain the Principal Treaties  
between European countries and the  
United States and the countries East  
of the Straits, together with conditions  
of Trade, and the Port, Customs, Con-  
sular and Harbour Regulations for the  
Ports of China and Japan; and a de-  
scription of the Ports, with the latest  
Trade Statistics taken from the Reports  
of the Imperial Maritime Customs and  
other reliable sources.

The various Governments and Mu-  
nicipal Corporations will be applied to  
for information, and all Public Bodies  
and Companies, Bankers, Merchants,  
Consuls, and Professional and other  
Residents, will supply the necessary  
matter to ensure correctness upon forms  
sent for that purpose. The Naval and  
Military portions will be taken from  
the latest published official lists and  
revised at Head-quarters; in fact no  
pains will be spared to make "THE  
HONGKONG DIRECTORY AND HONG LIST  
FOR THE FAR EAST" a perfectly reliable  
vade mecum.

It is intended to make this work a  
medium for Advertisers at a cheap  
rate, and the charge for Advertisements  
will be

\$10 per page in Hongkong,  
and \$12 at Outports.

The size of the Page will be SEVEN  
INCHES AND A HALF LONG BY FOUR INCHES  
AND THREE-QUARTERS; this space will  
admit of a large quantity of matter  
and all Advertisements will be taste-  
fully and prominently displayed.  
Blocks of any description will be in-  
serted, but these must not exceed  
the above dimensions.

"THE HONGKONG DIRECTORY AND  
HONG LIST FOR THE FAR EAST" will, in  
order that it may circulate extensively  
outside this Colony, be published at a  
POPULAR PRICE, and can be or-  
dered at this Office or obtained from  
the Agents (list to be hereafter pub-  
lished) for

TWO DOLLARS.

There is not space in the compass  
of an ordinary advertisement to detail  
all the mass of information it is in-  
tended to introduce into the work, but  
it may be fairly asserted that no such  
Directory has ever been published  
either in Hongkong, or any other  
part of the East, at the price.

"Telegraph" Office, Hongkong,  
October 1st, 1881.

## SHIPPING IN HONGKONG HARBOUR

Exclusive of late arrivals and departures

In this table the anchorage of Hongkong Harbour  
of reference, into five sections:—NO. 1 extending from  
and O. Company's Wharf; NO. 2 from the P. & O. Co.  
Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the  
Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the  
Government Wharf to the Wanchai Pier; and NO. 5 from the Wanchai  
Pier to Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Albay	3	Oct. 12	Lightwood	British	366	D. Lapraik & Co.
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Ashington	2	Oct. 9	Allason	British	809	Siemssen & Co.
Cascapedia	2	Sept. 11	Fraser	British	1924	Russell & Co.
City of Peking	3	Oct. 5	Berry	American	5078	P. M. S. S. Co.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Consolation	2	Oct. 13	R. Young	British	764	Yuen Fat Hong.
Dale	1	Oct. 8	Thompson	British	644	Yuen Fat Hong.
Dido	3	Oct. 6	Gutmann	Austrian	815	Melchers & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Fyen	4	Oct. 5	Grove	Danish	209	Siemssen & Co.
Galley of Lorne	3	Oct. 13	Branthwaite	British	1380	Russell & Co.
Himalaya	2	Oct. 10	Beadle	British	814	Tong Kee & Co.
Japan	* Oct.	6	Gardner	British	1865	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	654	R. Mourente.
Keelung	3	Oct. 13	Shulze	British	919	Butterfield & Swire.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Lennox	3	Sept. 30	Scott	British	1327	Jardine, Matheson & Co.
Lido	2	Oct. 8	Puddicombe	British	620	Chinese.
Nona	2	Oct. 11	Waeffel	German	669	Ed. Schellhass & Co.
Ocean	3	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Penedo	2	Oct. 8	Kenderdine	British	652	Tung Kee & Co.
Phoenix	3	Oct. 2	Behrens	German	789	Melchers & Co.
Rajanattianuhar	1	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Sunda	3	Oct. 15	G. O. Brooks	British	1029	P. & O. S. N. Co.
Tung-ting	3	Oct. 10	F. Dunn	Chinese	315	O. M. S. N. Co.
Tunis	* Aug.	15	Irvine	British	886	Jardine, Matheson & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.

\* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. \*\* Patent Slip.

## Sailing Vessels.

Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Anna	3	Oct. 6	Davidson	Ger. bark	350	Wielor & Co.
Berwickshire	5	Aug. 30	J. Bruce	Brit. bark	533	Order.
Bua Cacao	2	Aug. 27	C. Lange	Siam. bark	338	Yuen Fat Hong.
Clara	3	July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Flora	3	July 18	Will Block	Ger. bark	970	Carlowitz & Co.
Friedrich	3	Oct. 5	Spiesen	Ger. bark	595	Siemssen & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Helen Marion	2	Sept. 27	Robinson	Brit. bark	693	P. & O. S. N. Co.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hindustan	** Sept.	10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Curtis	Amer. ship	797	D. Lapraik & Co.
Iceberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Ino	8	Oct. 8	Bolisen	Ger. bark	344	Wielor & Co.
Kim Soon Hoat	1	Aug. 16	P. Beng	Siam. bark	208	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Mary L. Stone	3	Sept. 5	A. D. Field	Amr. ship	1458	Russell & Co.
Meridian	2	Aug. 26	Schmidt	Sm.3-mech.	296	Chinese.
Morning Star	3	—	Michaelsen	Siam. bark	570	Chinese.
New Era	4	Aug. 15	Sawyer	Amr. ship	1147	Russell & Co.
Phoenix	1	Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amr. schr.	81	W. H. Ray.
Star of India	2	Aug. 19	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Sumatra	2	Oct. 3	Tribe	Brit. bark	740	Russell & Co.
Syren	2	Oct. 5	Braun	Amr. ship	875	D. Lapraik & Co.
The Tweed	2	Aug. 8	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5	Sept. 22	C. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	6	Sept. 27	Westland	Amr. ship	1308	Arnhold, Karberg & Co.
Wagrien	2	Aug. 26	Dibbern	Ger. schr.	179	Captain.
Weg	5	Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.
Wesley	4	Sept. 13	Dickey	Amer. bark	868	Adamson, Bell & Co.
W	4	Oct. 13	Henderson	Am. lorch	85	Captain.

\* Cosmopolitan Dock. \*\* Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

## RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Ichang	J. Ogston	British	700	Butterfield & Swire.
Kinshan	Laid up	British	1050	H. C. & Macao Steam-boat Co.
Kiu-Kiang	T. Benning	British	1061	H. C. & Macao Steam-boat Co.
Kiang-ping	—	Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. C. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. C. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. C. & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Acheong & Sons.